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The China Mail.

ESTABLISHED 1846

April 1, 1920, Temperature 67.

Rainfall 0.00 inch.

Humidity 98.

April 1, 191, Temperature 54

No. 17,914.

四拜禮

號月四年二二九千一英

HONGKONG, THURSDAY, APRIL 1, 1920.

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TO-DAY'S CABLES.

(Router's Service to the China Mail.)

CRIMINAL ANARCHY.

NEW YORK, March 27.
The Secretary of the local branch of the communist party has been convicted of criminal anarchy under the state law.

BRUSHES FROM THE EAST.

MELBOURNE, March 27.
The Federal Government has prohibited the importation of brushes and toilet articles manufactured in the east.

LINER DAMAGED.

LONDON, March 27.
The Pacific liner Ortega, bound for South America with 300 passengers, has wireless from Saint George's channel for urgent assistance. She struck a submerged wreck and was badly damaged. She eventually arrived at Fishguard with the deck awash forward.

FLYING STUNTS.

CALCUTTA, March 24.
The airmen, Mathews for Australia and Ferrarin and Masiero for Tokyo, left for Akyab. McIntosh Parry's machine subsequently returned owing to engine trouble.

ARGENTINE STRIKE.

RIO DE JANEIRO, March 27.
A general strike has been declared and the railway services are paralysed. Strikers are interfering with non-strikers, attacking the security guards, and looting. There have been several disturbances and a considerable number of arrests. The government is threatening drastic measures.

SITUATION IN GERMANY.

Berlin, March 27.
The Vorwarts forecasts the membership of the new coalition government. Mueller will be chancellor and Landsberg (probably) foreign minister. Cuno will take finance and Bauer economics.

The new cabinet includes Mueller as chancellor and minister for foreign affairs, ex-chancellor Bauer as minister for transport, Koch as Vice-chancellor and minister for the interior, and Gessler as minister for defence.

Seeckt, the commanding officer in Berlin, has been interviewed. He said the situation in Ruhr is most serious. Negotiations at Bielefeld between ministers and workers failed. The Red army at Ruhr resembled Bolsheviks. It was composed of well-equipped and well-armed men using their war experiences.

PARIS, March 27.
A semi-official message says the German government has reapproached the Allies with a view to obtaining permission to despatch troops to Ruhr. At present there is no indication that the Allies will consent.

SITUATION IN IRELAND.

LONDON, March 27.
The murder of Magistrate Bell was the ninth in Dublin since July 30, six being murders of policemen. Bell was a septuagenarian. The murder was perpetrated at a lonely spot. The murderers outside pulled off the trolley wire and those inside rushed at the Magistrate shouting "come on." Bell seemed dazed and stood still in the roadway. He was killed instantly. The panic-stricken passengers were afraid to help. A one-armed ex-soldier guarded the body until the ambulance was summoned by a motorcyclist.

HEROES UL-ADVISED BEHAVIOUR.

AMSTERDAM, March 27.
It appears that a minesweeper on March 25 deserted the flotilla sweeping the north sea. The crew tried to sell the vessel, but decamped on the approach of police. Two have been arrested.

A NORTH SEA COMEDY.

GERMAN SKIPPER SNATCHES A RICH PRIZE.
IMPUDENT DARING.

A sensational sequel to the rescue of the crew of the three-masted Norwegian motor schooner "Vestnams", who were landed at North Shields, as already reported in The Journal of Commerce, has been forthcoming. As before stated, the schooner was abandoned on Friday, January 30, being then in a helpless condition and flying signals of distress. It now appears that after the schooner's crew had been taken off, by the North Shields trawler "Abergeldie", the trawler still "lay by", intending to resume the towage as soon as the weather moderated. The schooner, which had on board a valuable cargo of wood pulp for London, was too rich a salvage to be easily given up. About an hour after the schooner's crew had been taken off, a German trawler, the "Schanhorst", of Geestemunde, appeared upon the scene. The crew of the "Abergeldie" lying waiting for the weather to moderate before attempting further towing operation, at once saw that the Germans were making preparations to take the abandoned ship in tow, theseupon they steamed close to the stranger and told the German captain that the schooner was not an abandoned vessel—that she was in charge of the British trawler, which was going to take her in tow as soon as the weather improved, having previously had her in tow for 48 hours. To make their position sure in the matter, the skipper of the "Abergeldie" went to leeward of the schooner and threw a drag on board, to which a rope was attached, to establish communication. This, however, did not influence the conduct of the Germans in the slightest degree. They immediately launched a raft with three men upon it, and the latter ferried themselves alongside the schooner and clambered on board. It was a feat of supreme daring in the heavy sea which prevailed, and one which was worthy of a better cause. The Germans were all out for "the plunder." The first thing they did on getting on board the schooner was to throw the "Abergeldie's" drag overboard. They next made a towing line fast from their own vessel, which thereupon set off with the prize in tow. As soon as the British realised what was happening, they ran down close to the German trawler and protested against such an outrageous action. The German skipper treated the protest with cool contempt. He merely waved his hand in an airy sort of way, and steamed away for the Fatherland, with the Norwegian schooner dragging in his wake. It was a mortifying experience for a British trawler to have a valuable salvage snatched from under his very nose, especially after she had towed the vessel for two days and nights in a stormy sea at considerable risk. Having regard to all the circumstances, it is probable that the incident is not yet closed.

EARLIER TELEGRAMS.

(Router's Service to the China Mail.)

THE HOME RULE BILL.

LONDON, March 29th.
During the debate in the House of Commons on the Home Rule Bill Mr. Clynnes, moving the rejection, declared that however prosperous Ireland was or might be materially, it did not dispose of the national and patriotic claims. He condemned the Government's stringent administration. Mr. Clynnes declared that no industrial people in Ireland had a good word to say for the Bill. He condemned the tenderness shown towards Ulster, and said that the Labour Party opposed the Bill because it provided a division founded on a religious basis, but recognised neither the historic unity of the province of Ulster nor of Ireland as a whole. The Labour Party proposed that the maximum national self-government should be conceded to Ireland, compatible with the unity of the Empire and the safety of the United Kingdom in war-time, the full financial and economic liberty, subject to the annual contribution towards the cost of expenditure which was common to them all, adequate protection to Ulster and recognition of Ireland's rights to decide in an elected assembly their constitution and financial arrangements. These conditions would mean self-determination, limited only by the requirements of Imperial unity and defence. The remedy of the Irish trouble was to cease governing by force immediately, to release political prisoners and reverse the whole system of Irish administration. Mr. Clynnes suggested the alternative that an Irish Constituent Assembly, representing the whole of the Irish people and elected on proportional representation, may be charged with the task of drafting the new constitution within the principles of self-determination with full protection for the minorities and questions of defence and finance. Lord ROBERT CECIL agreed that the Bill was very bad and no final settlement in Ireland was possible without agreement, but, respecting the suggested removal of the present measures in Ireland, one might reasonably say "Let the murderers begin." Enforcement of the law was the first duty of the authorities, but he declared that the Bill would not restore order in Ireland and must seriously weaken the authority of the executive. It had no chance of success, as it was not founded on any definite principle but was a series of expedients. Until they had produced order in Ireland and given liberty to all law-abiding subjects, the attempt at constitutional experiment was gambling with the fates on the subject of the Empire. Mr. J. P. O'CONNOR condemned the Bill, and said that the Act of 1914 was a solemn bond between Ireland and England on which Mr. Bismarck appealed to his fellow-countrymen, and tens of thousands of Irishmen had fought and died. If the Act were repealed, Ireland would regard it as the most perfidious betrayal she had ever known. Mr. ARTHUR CHAMBERLAIN said that if the Bill were passed, Ireland would be able for the first time to create unbridled and uncontrolled by them a common Parliament for the whole of Ireland. The solution of Ireland's task was in its own power. What was needed was confidence of one Irishman in another.

THE CRISIS IN GERMANY.

COPENHAGEN, March 25th.
A message from Bielefeld says that a draft agreement between the workers and the Government in the Westphalian industrial region has been drawn up and provides for the disarmament of reactionary troops and the formation by the Workers' Committee of a Reichswehr composed of three men out every thousand inhabitants which would replace the Citizens' Guards. The agreement stipulates that the advance of Government troops will not be carried out if the provisions are loyally kept, while martial law is being raised immediately and general amnesty for workers, police and citizens is being granted.

THE HAGUE, March 25th.
Herr Helm, the Burgomaster of Essen, has asked in order urgently to request the Dutch Government's help in provisioning the Ruhr region.

Herr Helm, in an interview, declared that the food situation in the Ruhr region is at present desperate. He stated that an agreement has been reached between the leaders of the Ruhr population and the Berlin Government whereby if certain conditions are fulfilled, the constitutional situation under Herr Ebert would be restored as soon as possible. He added that there was no question of the Republic as it was only desired to nip in the bud Dr. Kapp's reactionary movement. Work at the mines has almost entirely been resumed, but the situation will become chaotic if large supplies of food-stuffs are not immediately despatched.

DENIKIN'S LAST STAND.

LONDON, March 29th.
The War Office, in a statement issued today, says that Novorossiysk was captured by the Bolsheviks on March 27th. Before the entry of the Soviet troops, the British authorities evacuated a large number of the families of officers, the wounded and others who, otherwise, would have been exposed to reprisals by the Reds. In addition, the British Navy, by its timely and strenuous exertions at the last moment, embarked on the various vessels waiting at the port large numbers of the Volunteer Forces who put up so heroic a struggle during the past months. Denikins refused to consider an armistice, and although the British authorities in pursuance with instructions used every endeavour to secure his personal safety, he would not avail himself of British aid but embarked on a Russian destroyer when the evacuation was complete. Some rear-guard fighting between Denikin's troops and the Bolsheviks occurred during the final stages of the evacuation. The British Mission, however, embarked safely and intact. Great praise is due to Admiral Seymour and all ranks of the Navy to whose magnificent work is due the success of the evacuation.

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Hongkong, March 30, 1914.

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BUSINESS IN U. S. A.

The Farmers & Merchants National
Bank of Los Angeles issues the fol-
lowing monthly financial letter, dated
Feb. 14.—It is slightly curtailed.

THE GENERAL SITUATION.

Although there are signs beneath
the surface, which cautious business
men are not ignoring, the second month
of the year opened optimistically.
Trade conditions continue to be en-
couraging. All manufacturing indus-
tries are busily engaged with a long
list of unfilled orders ahead of them.
Merchandise buying is still heavy by
wholesalers, who seem to have great
difficulty in keeping stocks on hand to
supply the demands made upon them.
Retail trade feels the reaction, result-
ing from heavy buying during the
holidays, and is still inclined to the
higher priced goods. The importation
of silks to the United States in 1919
surpassed all previous records, and
still the demand exceeds the supply.The automobile industry is driven
to the limit to supply the demand.
All new cars are sold prior to de-
livery. If any one, five years ago,
had ventured a prediction that the
number of cars used in America would
be what it now is, he would have
been regarded as a lunatic.There is no longer any class dis-
tinction in automobile ownership. The
butcher, the baker, the plumber, the
blacksmith, the skilled laborers of every
calling, and even day laborers, as
well as the captains of industry, go to
their daily tasks in their own cars.
The pity of it is that these cars, in
most instances, are left in the open,
without any protection from the weath-
er, during the hours of employment.
The money lost by deterioration thus
caused must be very large. Parking
of cars in public streets is getting to
be a serious problem in all large cities.
Export trade continues to be heavy.
Imports are also heavy, running large-
ly to articles of luxury. The money-
ed value of articles, both exported and
imported, is largely increased by the
high cost of the prices involved.
Price, rather than volume, is repre-
sented in the present figures. The
low price of foreign exchange is seri-
ously affecting exportations.All signs now point to the fact that
there will be more buildings of every
description erected in 1920 than in
any previous year of the country's
existence. Necessarily, the cost of
these buildings will be much higher
than they would have been before the
war. Locally, there has been a tremen-
dous revival in real estate transac-
tions. There is going on here a
constant subdivision of the larger
holdings of agricultural lands. These
subdivided lands are being occupied
largely by new comers. The im-
provement of these lands necessarily
creates a demand for buildings, for
labor, farming implements, furni-
ture, and, in fact, for everything
that a family needs under modernconditions of life. Building for city
residences is also active and many new
business houses and manufacturing
plants are under way. All of these
things spell increased activity in many
lines during 1920.One favorable thing about the real
estate movement here is that buying,
either city or country, is not specula-
tive. City real estate that changes
hands, if unoccupied, is immediately
built upon. Country holdings are
also sold for immediate occupation
and use.There are recorded daily in Los
Angeles County from two hundred and
fifty to four hundred deeds or con-
veyances of the title to real estate
holdings. Accompanying these deeds
are many other documents relating to
realty matters. All of the Title Com-
panies are rushed to the limit, and
necessarily some delay occurs in clos-
ing any deal made.Economic writers throughout the
country are of the opinion that the
peak of the real estate movement has
already been reached in the East and
Middle West. The revival in real
estate came to this coast some time
after it had gained headway in the
East. Activity here, especially if im-
migration to California continues, will
probably last some time after activity
ceases in the East.

THE FINANCIAL SITUATION.

The payment of interest by the
national government, states and munici-
palities on the first of January last,
and the disbursement by private cor-
porations by way of dividends, ex-
ceeded anything in our history. Tem-
porarily, these payments caused a
shrinking of balances that resulted in
a stringency in the large moneyed
centres, but the money thus paid out
did not leave the country, nor was it
withdrawn from circulation. It im-
mediately went back into bank bal-
ances and gradually worked back to
the moneyed centres where it was
paid out.There is a tighter money market at
present than we had during 1919.
All signs point to a continuation of
high interest rates this year than last.
Recent advances of the discount rate,
by the Federal Reserve Board presage
still further advances in the immedi-
ate future. This result naturally fol-
lows the immense activity prevailing
in all lines of manufacturing and in
all lines of merchandising. The
universal extravagance practiced by
the people as a whole, will itself tend
to create higher interest rates. Every
thinking person in the land already
realizes that a break must come,
sooner or later, that things cannot go
on at the high rate of pressure now
prevailing. The break, however, will
not come while there is an intensive
foreign demand for both our raw pro-
ducts and our manufactured articles.
The old world will probably produce
more foodstuffs in 1920 than it did in
1919, which will, to some extent,
relieve the pressure on us for those
articles. But it does not seem thatthere will be any lessening of the
demand upon our manufacturers dur-
ing 1920. Later, there are tele-
graphic reports of recession in the
price of some foodstuffs in America,
while the price of others advance.Higher interest rates will, to some
extent, retard the wave of speculation
which seems to have taken possession
of the country during the latter instel-
out.In forecasting events for 1920 in
the United States, the fact that this is
a presidential year, must not be over-
looked.In times past, business has very
materially slowed down in presidential
years and the financial situation has
often become acute under the strain
of national elections. Whether the
tremendous impetus with which the
affairs of the country are now being
conducted can be affected by political
excitement, it is hard to predict.The real fight will be between the
office-holders and the would-be office-
holders, that is, the old battle of those
in office against those who desire to
be in office. All the mistakes of the
politicians on either side of the con-
flict will be vigorously taken advantage
of and made the most of.It is difficult to say how largely the
great body of the people, who are
abnormally busy with their own affairs,
will be drawn into the conflict.Theoretically, every voter in
America should take a direct interest
in all political affairs. Unfortunately,
they do not do so. Whether the
issues this year are sufficient to arouse
in the average citizen more than a
passing interest, remains to be seen.
The writer believes that the presiden-
tial contest will be a disturbing factor
in business and financial matters, not
effective, however, until mid-summer.The question of Prohibition may be
of considerable importance in the
campaign.

(Continued on Page 3)

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KING EDWARD HOTEL

CENTRAL LOCATION

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting

A European Bath and Sanitary Fixings, Hot and Cold Water Systems

throughout. Best of Food and Service.

Telephone 373. Telegraphic Address:—VICTORIA.

J. W. BELL, Manager.

PALACE HOTEL

KOWLOON

(Two minutes from Star Ferry).

Recently renovated and refurnished. Electric light and fans throughout
and entirely under new management. Dining under the personal supervision
of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to

Telephone 813. Telegraphic Add.: "PALACE"

J. H. OXBERY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE ORIENT.)

ION HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes
walk from the Harbor and Central District. 48 Bedrooms, Billiard Rooms,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietors. Launches meet Passengers' Boats.

Telegraphic Address: "CARLTON." Mrs. F. E. CAMERON.

ALEXANDRA CAFE

TEL. 909 16, Des Voeux Road Central. Next to Hongkong Hotel.

THE CAFE FOR A GOOD MEAL.

Books of Tickets are issued at \$20. each.

Available for 30 Meals: Tiffin or Dinner.

Our SUPPER Speciality:

Two Poached Eggs and Fillet of Finnan Haddock.

TANG YUE, District

the late HEN YING.

14, PRINCE STREET.

TERMS VERY MODERATE

Constitutional Table.

BLUE BIRD

ION ORHAM

PARLOUR

AND CONFECTIONERS



CHOCOLATES

Plain Sweet Vanilla Chocolate

Home-Made Assorted Chocolate

Milk Chocolate and Bonbons

Chocolate "Star" Chocolate

American Chocolate, 100g per box

Imperial Cocoa, 40g per box

Chocolate, 100g per box

100g per box

FRENCH LESSONS

G. M. QUENEAU

15, MONTAGNE HUI Road

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers.
Share, Coal and General
Produce Breakers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Cable and
Bentley's
A. & C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"Auctioneers" Hongkong.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(For account of the concerned),
on

WEDNESDAY,

April 7, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 5, Des Vaux Road, Corner of Lee House Street.

A Small Consignment of

HOUSEHOLD LINENS, &c.

Comprising:—

Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawwork Bedspreads, Table Covers, Crochet and Drawwork Dollies.

Also

A few lots of Brass Jardiniere, Large Kinkadee Vases, Japanese Vases.

Two Travelling bags and Suit Cases.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 30, 1920.

(FOR ACCOUNT OF THE CONCERNED),

OR

WEDNESDAY,

April 7, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 5, Des Vaux Road, Corner of Lee House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c.

comprising:—

Chatterfield Sofa, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (dinner Teakwood), Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also

Four Pianos, One Enamelled Bath, Camera, &c., &c.,

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 31, 1920.

THE Undersigned have received instructions from Major General KELLY, to sell by Public Auction,

on

MONDAY,

the 12th April, 1920, at 2.30 p.m., at HEAD QUARTER HOUSE, THE WOLFE & TEE

Valuable Household Furniture, &c., &c.,

therein contained.

consisting of:—

Hall—Hallstand, side and Card tables, Clock, Chinese gong, &c.

Drawing Room—Blackwood Cabinets, Tables, Stools and Flower stands, Sides and chairs, Water colours, Standard lamps, Chinese vases, Carpet, Curtains, &c., &c., and one Aero Piano by Beck with about 160 rolls music.

Dining Room—Extension Din. Table and Chairs, Sideboard, Din. Wagons, Dinner Services & a large quantity of GLASSWARE and CROCKERY, Curtains, Screens and several JAPANESE WARE Columns and a quantity of E.P. Ware.

Billiard Room—One Billiard Table by Stevens & Co., together with all accessories, chairs, pictures, &c.

Study—Bookcase, Writing table, &c., &c.

Bed Rooms—Double & Single Brass-mounted Beds, Camphorwood Wardrobes and Chest of Drawers, Towel rails, Linen baskets, Toilet crockery, &c., &c.

Our Buildings, Garden and Cook-house—Several Rickshaws, Lawn mowers, Tennis nets and poles, Badminton and Croquet sets, Shovels and cooking utensils, &c.

And

A large number of Pots of Plants.

Catalogue will be issued.

On view from Saturday, the 10th April.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 30, 1920.

INTIMATIONS

G. R.

IMPORTS AND EXPORTS OFFICE

EASTER HOLIDAYS

THIS Department will be entirely

CLOSED on FRIDAY, the 2nd

April, 1920. It will be opened for all

purposes till Noon on SATURDAY, the

3rd, and MONDAY, the 5th April, 1920.

Licensed Warehouses will be entirely

closed on those dates.

C. W. BECKWITH,
Superintendent,
Imports and Exports.

Hongkong, March 30, 1920.

BANK HOLIDAYS

IN accordance with Ordinance No. 5

of 1912, the EXCHANGE BANKS

will be CLOSED for the Transaction of

PUBLIC BUSINESS on FRIDAY,

SATURDAY and MONDAY, the 2nd,

3rd and 5th April, 1920.

Hongkong, March 30, 1920.

SAINT JOHN'S CATHEDRAL

EASTER FESTIVAL

A Special

SERVICE FOR CHILDREN

will be held on EASTER SUNDAY,

at 3.30 p.m., to which ALL Children

are invited.

ST. JOHN'S CATHEDRAL

GOOD FRIDAY

ORATORIO

SELECTIONS

at

9.15 P.M.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

AN INTERIM DIVIDEND of \$4

(\$4.00 per share) has been de-

clared and will be payable on the 15th

of April, 1920.

THE TRANSFER BOOKS of the

Company will be CLOSED from the

7th of April to the 14th April, both

days inclusive, during which time no

Transfer of shares can be registered.

DOUGLAS LAPPAL & Co.,

General Managers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong, March 30, 1920.

HONGKONG HOTEL COMPANY,

LIMITED.

NOTICE IS HEREBY GIVEN

that the ORDINARY YEARLY

MEETING of the Shareholders will be

held at the Company's Hotel, Hong-

kong, on WEDNESDAY, 7th April,

1920, at Noon, for the purpose of re-

ceiving the Report of the Board of

Directors together with a Statement of

Accounts for the Year ending 31st

December, 1919.

The REGISTER OF SHARES of the

Company will be CLOSED from

THURSDAY, 1st April to WEDNES-

DAY, 7th April, 1920, (both days in-

clusive) during which period no

transfer of shares can be registered.

By Order of the Board of Directors.

J. H. TAGGART,

Manager and Secretary.

Hongkong, March 26, 1920.

HONGKONG GENERAL CHAMBER

OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A NEW CLASS for "BEGINNERS"

will commence on MONDAY,

5th April, 1920, if sufficient support be

forthcoming.

Application for enrolment and en-

quiries regarding hours of School, Fees,

&c., should be made to the undersigned

as early as possible.

By Order,

E. A. M. WILLIAMS,
Secretary.

Hongkong, March 15, 1920.

FOR SALE.

THE Undersigned have received in-

structions to sell

(FOR ACCOUNT OF THE CONCERNED),

The Yacht

"ERIN"

as she now lies off Ab. King's Shipway.

Further particulars and inspecting

orders may be obtained from the under-

signed.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 30, 1920.

INTIMATIONS

NOTICE.

I have THIS DAY REMOVED my

Office to No. 37, Queen's Road,

Central, 1st floor.

J. H. GARDINER,
Solicitor.

Hongkong, March 31, 1920.

NOTICE.

WE beg to notify KOWLOON

W. RESIDENTS and our GUS-

TOMERS that we have appointed ON

LEE COMPTON as our sole Agent at

Kowloon, as our distributing Agent at

Kowloon.

WISEMAN, LTD.

Hongkong, March 30, 1920.

REPUSE BAY HOTEL.

TO-MORROW

FRIDAY, April 2nd.

(Good Friday)

Orchestral Concerts during

afternoon and at Dinner.

(Semi-Sacred Music)

SATURDAY, April 3rd.

Tea Dances from 4 to 7 P.M.

Dinner Dances from 8 P.M.

SUNDAY, April 4th.

Orchestral Concerts during

Tiffin and afternoon Tea.

MONDAY, April 5th.

(Bank Holiday)

Tea Dances from 4 to 7 P.M.

Dinner Dances from 8 P.M.

KEATING'S

A Welcome

Visitor

at any

time in

every

household. Every

Egg, Flea, Beetle,

Moth, Fly, etc., dies

once it has come into

proper contact with

KEATING'S

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE Steamship

"DACE CASTLE"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at their risk into the

Godowns of the Hongkong and Kow-

loon Wharf and Godown Company,

Ltd., at Kowloon, whence and/or from

the wharves delivery may be obtained.

Optional Cargo will be forwarded

unless notice to the contrary be given

before.

All broken, chafed and damaged

Goods are to be left in the Godowns,

where they will be examined on the

8th April, at 10 a.m. by Messrs God-

dard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

DODWELL & CO., LTD.,

Agents.

Hongkong, March 31, 1920.

NOTICE TO CONSIGNEES.

THE Steamship

"INNSBRUCK"

From VENICE, PENANG &

SINGAPORE.

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at the Godowns of the God-

dard & Douglas Company, Ltd., at

Wharf and Godown Company, Ltd.,

at Kowloon, whence and/or from

the wharves delivery may be obtained.

Optional Cargo will be forwarded

unless notice to the contrary be given

before.

All broken, chafed and damaged

Goods are to be left in the Godowns,

where they will be examined on the

8th April, at 10 a.m. by Messrs God-

dard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

DODWELL & CO., LTD.,

Agents.

Hongkong, March 30, 1920.

WANT

ADVERTISEMENTS

THE WORLD'S LARGEST

ST. FRANCIS

Every additional word 4 Cents.

LADY will store MAND for use

of same. Box 1181, c/o "China

Mail."

WANTED.

WANTED—Competent STENO-

TYPEST. Apply Box No. 1189

c/o "China Mail."

TO LET.

TO LET—A SHOP in Nathan Road,

Kowloon.

ROBERT PORTER & SON'S
BULL DOG BRAND
GUINNESS' STOUT

PINTS per case of 8 dozen \$30.
 per dozen \$3.80

SPLITS per case of 12 dozen \$32.
 per dozen \$2.75

SOLE AGENTS:—
A. S. WATSON & CO., LTD.,
 WINE AND SPIRIT MERCHANTS,
 HONGKONG.
 TEL. 616.

Wm. Powell Ltd.
 TELEPHONE 346.

Unrivalled selection of
LADIES WHITE SHOES
 Canvas, Suede, Kid, Buckskin
 Prices from \$4.75 upwards

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"
 HONGKONG, THURSDAY, APRIL 1, 1920.

"UNCLE" SAM AND EXCHANGE.

It is only natural that American journalists should point to the numerous large American loans as an explanation of why "Uncle Sam" is called uncle. The allusion to three balls is obvious; but what has America taken in pledge? It is doubtful if the borrowers have pawned anything that, in the absence of good faith on their part, would be realizable to the extent of their indebtedness. Moreover, the interest deducted by professional uncles is limited by law, and represents true profit. The high exchange—the high standing of the American dollar in the exchange list—represents false profits, from the point of view of the American citizen, who at present loses more on the swings than he gains on the roundabouts. In other words, the high exchange is responsible for retardation of American production. Does that matter? American warehouses are already congested with goods originally intended for Europe. When a dollar's worth of American goods begins to cost the European as much as two dollars, (it is almost that in the case of the French franc) the European naturally begins to restrict his purchases to absolute necessities. Maybe this leads to an increased flow of American goods to other parts, for instance, to the Far East. It does not seem, as yet, to have led to a flooding of the domestic offerings, thus bringing down prices, though a continuation of high exchange is expected ultimately to have that effect. The tardy appearance of the decrease in the cost of living has to be attributed to the profiteers, who come down in their stockings only when there seems no help for it. A good deal of the unrest in America will undoubtedly disappear when prices come down, so that it is to be hoped by Americans that high exchange will run long enough to operate in this way. Thus there are two schools of economists now in America, those representing the manufacturers and producers, who complain of a lessening demand and applaud schemes to "stabilize" exchange, and those representing the consumer, whom high exchange is calculated, sooner or later, to benefit. It will be noticed

by the thoughtful reader that some of our controversies at home are based on the contradictions of similarly different points of view. Some British journalists estimate the happiness of the people by the "balance of trade" figures in the quarterly returns, overlooking that the vast majority of them must regard such figures with a like indifference to that shown by a Hongkong coolie toward the figures showing that our port had the world's largest tonnage. An extra patch of red on the Empire map has but little power to stir enthusiasm in the breast of the breadwinner who has as many children to keep as he has shillings per day. The simulated joys and griefs of journalists mean no more, for they too are primarily interested in their receipts on pay day, and in what those receipts will procure for them and theirs. The real student of the human pageant should not overlook these elementary facts because they are not, naturally, usually brought into the spotlight of publicity.

ADVERSARIA.

We had a paragraph this week pointing out that the crisis between the Home Government and the coal miners threatened imminent big trouble. Yesterday's telegrams make that now look like a vulgar bit of alarmist journalism, and we desire to pass the discredit on to the shoulders that should bear it. It is Reuter's fault if it is anybody's. Reuter said that Lloyd George had informed the Miners' Federation that he had no further communication to make. That was like Lloyd George, and there was nothing else to make us doubt its truth. Knowing the situation, and knowing the miners, we did a simple little sum and announced the correct result. Two and two do make four, but if the first two should be a one and the second a nought, the arithmetician is not to blame if four does not represent the real totality. When Reuter tells us it is now hoped the coal crisis is passing, we, of course, share that hope.

Quite the most interesting thing in the local papers this week has been a clipping about Harry de Windt and his latest exploring enterprise. It was in Wednesday's *Daily Press*. While emphasizing its appeal to the romantic streak that is in all of us, we hope it isn't true. Indeed, we suspect that material parts of it are not true, for we like and admire Harry. There is no "ennui

de voyage" (title of one of his books) about this story of his latest plans for adventure. It says he is visiting an island occupied by white savages who use poisoned arrows, in search of a supposed deposit of pitchblende, and that he proposes to use mustard gas and machine guns against the inhabitants.

There is no need to protest with any vehemence, because that is probably a journalistic embroidery. The island is called Tiburon Island, said to be on the Pacific Coast of Mexico, and inhabited by "white cannibals." There is an island of that name in the Gulf of California, about 30 miles long, but that it is inhabited by "descendants of Dutch, Swedish, and German prisoners who escaped from Mexico prisons several centuries ago" we disbelieve. Nor do we suspect that de Windt, who is a traveller of quite another type than Savage Landor or Oliver Bainbridge or Middleton-Saunders or Munchausen, himself put forward these picturesque but improbable details. Mexican Indians and half-breeds will be quite enough, and far more likely than "white cannibals" who, after "several centuries," still use "ancient blunderbusses." These journalistic lies are so unintelligent; they seem to have no more notion of verisimilitude than the cinema producers have. We are contemplating the starting of a school, to specialize in instruction on the Art of Lying. What is worth doing is worth doing well. Those cannibals cannot have much blunderbuss ammunition after several centuries.

Moreover, is it IMMORAL AND UNJUST, to allow an island only four miles from the Mexican coast, white men would have been allowed to carry on unconverted all these years? And whence came the white women to keep them white after so many centuries? We will take it that there may be pitchblende (from which radium is got) on that island. It isn't necessary, because de Windt has not hitherto gone after loot. He travels, and endures the most incredible hardships, for the pure love of fun and adventure, and to write about afterwards. Prospecting is a new departure for him. But if it be true that he is, for the sake of profit, taking "mustard gas and machine guns" to kill the poor devils who naturally regard the island as their own, we are done with Harry, and will denounce him as an armed robber. As it is, we have little hesitation in denying it, as extremely improbable. De Windt isn't such a skunk.

A correspondent "amused" signing himself "Amused" has sent in a letter which would amuse numerous readers and infuriate more. His "non disputandum" argument is sound, and endorsed by the present writer, but there is no argument strong enough to defeat the editorial veto. Editors should regard first of all the interests of their papers, and occasionally they do have gentlemanly instincts. Some of the people whom "Amused" regards as mistaken happen to be very amiable folk, and it is not decent to hurt their feelings, especially as the doing so can never lead to anything useful. Such controversies never reach a verdict, and they embitter human relations. That is why news-papers, even newspapers devoted to "Truth, Justice, and Public Service," rightly bar them. To be quite fair, they should bar the other side also, and you'll notice that they generally do.

Is it quite fair to try MARINE engineers (or "deck court" setting his ship) by a court consisting entirely of representatives of the Deck Squad? That was a question put to us this morning. Our answer is that it depends. It could be fair; it could be unfair. In any unspecified case it is bound to have a prima facie aspect of unfairness. It is quite evident that this particular question refers to yesterday's case from the "Far East," in which the Adversarian's sympathy is with the convicted officer. The questions which Mr. Jenkins started to put promised to be quite relevant, and should have been allowed. Also, we are strongly prejudiced by the report of the Chief Engineer's friend, that was not the remark of a gentleman. There are other things from which he might be a "total abstainer" with advantage to himself, and company, such as bad language.

Although less than CIVIL SERVICE forty subscribers to the Civil Service Widows' and Orphans Pensions Fund (out of 610 subscribers) objected to the Government taking it over in 1908, the number now objecting to the visible results is probably greater. Some hard cases have been brought to our notice. One widow is getting only \$18 a month at present exchange. She would get more in sterling if she went Home; but is

that the point? It might be a case of going from home to go Home, and she might be worse off there than here. The problem of how to get Home, on the savings from \$18 a month, is also a hard one. In another case a widow with seven children is getting just over \$40 a month. Considering that her late husband contributed four per cent. of his salary for 21 years, this indicates one of two things, either that the Government has not contributed its agreed equivalent, or that his salary must have been disgracefully small. Will one of our unofficials kindly ask a few questions in Council? The public are naturally interested, and want to know all the facts.

LOCAL AND GENERAL.

No paper to-morrow.

To-day's dollar is worth 5s. 1d.

Mr. A. O. Lang has been admitted a partner in the firm of Messrs. Gibb, Livingston and Co.

The Captain's Cup competition will be played over the Fanning golf course during the Easter holidays.

The Fire Insurance Association of Hongkong and the Marine Insurance Association of Hongkong close their offices on Friday, Saturday and Monday.

The second meeting of the Hongkong Gymkhana Club takes place at Happy Valley on Saturday, the 17th inst. A programme of seven events has been provided.

At the Oratorio to be given in St. John's Cathedral to-morrow evening, seat-holders are requested to kindly be in their seats not later than 9 p.m. The collection will be in aid of the Cathedral Organ Fund.

Charged before Mr. R. O. Hutchison with the unlawful possession of 27½ taels of prepared non-Government opium, which was found tied round his waist and legs, as he was coming off a wharf, a Chinese was this morning sentenced to a fine of \$500, or, in default, three months' hard labour. The drug was confiscated.

The O.C. Royal Artillery, China Command, wishes to express his thanks to those who have so generously responded to the appeal for books, papers, &c. for the use of the men proceeding on the s.s. "Hyson," for demobilization. A large quantity of reading material, also some playing cards and cigars have been received and will be highly appreciated by the troops.

A Chinese was this morning charged before Mr. N. L. Smith with picking the pocket of a compatriot in Des Voeux Road. He denied the charge. The complainant did not know his money was stolen, until his attention was called by a Chinese detective. The latter told the Magistrate that he saw the defendant put his hand in the complainant's pocket, and remove the money. He grabbed him before he could run away.—Six weeks' hard labour.

When charged with the unlawful possession of two pieces of plank, a Chinese told Mr. Hutchison, at the Magistrate's, this morning, a long story to the effect that he was walking on the water front in Samshui yesterday, when he saw the planks floating in the water, and jumping in, he swam to them, and brought them ashore. As the planks were large and heavy, the story that he swam 100 yards with them, was hard for the Magistrate to swallow without a bit pinch of salt; and his Worship just as good as told the defendant to spin the yarn to the Marines, by sentencing him to three weeks' hard labour. [Why is that unbelievable? We can swim further with two such planks than we can without.]

THE COLOMBIA.

Advices received by the Pacific Mail Company this morning regarding the s.s. Colombia, which went aground in Yokohama Bay, are to the effect that the vessel expects to leave Yokohama to-day and will proceed to Hongkong via usual ports.

PRICE OF AUSTRALIAN BUTTER INCREASED.

Melbourne, February 23.—The predicted increase in the price of butter has not been long delayed. An order was issued by the Minister of Customs on Saturday, which will come into operation to-day, increasing the price of first grade butter in Victoria and New South Wales by 2½d. per lb. This will make the price in these States 1/9½ per lb. wholesale and 2/- per lb. retail. The price of butter in South Australia has also been increased by 2½d. per lb., making the price there 2/- per lb. wholesale and 2/2½ per lb. retail.

Two new launches are being built for the "WALLA-WALLA" fleet. Phone No. 3516.

HONGKONG COMMERCE.

AMERICAN CONSULATE REPORT.

Consul General Anderson writing in the issue of Commerce Reports for February 11 deals with many interesting features of Hongkong's trade. Under date December 8, 1919, he says:—

EFFECT OF HIGH EXCHANGE ON HONGKONG TRADE.

The high exchange value of silver, which during the month of November, 1919, reached the highest point in the latter-day history of silver, has been the dominating feature of all import and export trade in this part of the Far East and bids fair to control things indefinitely. In a general way the effect of the excessive value of silver in exchange has been distinctly bad. Of course, there has been a certain amount of stimulation of imports since the Hongkong or Chinese silver dollar would buy so much more than usual; but on the other hand, the high value of the metal has practically stopped all exports of a normal sort, and only commodities which have had to be imported at almost any price have been going forward. Exports to the United States have held up remarkably well, probably owing largely to the fact that the American dollar is at a premium compared with the currencies of most competing countries, and there is more life in American industry at present than in that of other countries buying raw materials in this market.

However, the general tone of trade is distinctly bad, both by reason of the actual results of high exchange and of the uncertainty such unusual conditions have developed. There has also been trouble over freight matters, particularly to Europe, while with the embargo on rice shipments from Indo-China and uncertainty as to crop conditions elsewhere all lines of staple trade, involving large tonnage, have been dull.

UNCERTAINTY IN FINANCIAL AFFAIRS. The exchange and financial condition of the Far East is more critical at this writing than it has been in a generation or more. At no time during the war was there so much uncertainty in financial affairs; such abnormal conditions to be dealt with. During the month exchange reached \$1.04½ gold to the silver dollar telegraphic transfer rate—\$1.06½ buying rate. During the latter half of the month the silver dollar was generally worth more than the gold dollar and, allowing for reactions and ordinary fluctuations, the month closed with every prospect of exchange remaining at something like that point indefinitely.

Aside from the general effects on trade above noted this high exchange led to the most profound changes in eastern financial conditions. The high exchange tempted even importers who were not ordering goods at the present time to buy gold exchange as against goods yet to be ordered. This led to such a demand upon the gold accounts of Hongkong and Shanghai banks that the exchange rate was forced still higher, while on the other hand their supply of gold exchange was all but completely exhausted. The proposition was seriously made in Shanghai that the banks refuse to buy any further export bills until after the Chinese New Year. The situation has been further complicated by the fact that investors in all lines of local enterprises have been seeking to sell their interests with a view to remitting the proceeds to Europe or the United States. The result has been that stocks and securities of all kinds have been practically unsaleable at anything like their normal or proper value. This shrinkage in local value carries with it a shrinking in their value as security and has led to troubles on this score.

Money in nearly all the Far East has become tight, while the general uncertainty naturally has led to the restriction of credits in most lines of trade. While the financial interests of Hongkong and the China trade generally have, for the time being, at least, decided to take no radical action for the control of exchange it seems unlikely at this writing that general trade conditions will improve until there has been some more or less permanent readjustment of exchange and financial conditions in this part of the world and especially with reference to China's and Hongkong's currency. The full control of silver in Hongkong by the Hongkong Government continues and it is likely to continue until conditions more nearly normal have been restored.

THE FREIGHT SITUATION.

There has been no material change in the general freight situation during the month. The European home-ward conference lines have refused to meet Hongkong exporters in the matter of their representations as to the advance of \$2 a ton on freight homeward made last month, and the new rates have been put in effect. These higher rates coupled with the exceedingly high exchange have prevented any expansion whatever in exports to Europe. The trans-Pacific rates have been maintained at the level of the past two months. A contract made by an American steamship company for a large tonnage of gunnies from Calcutta for the first half of the coming year has thrown that trade into more or less confusion and there has been a disposition on

the part of the Japanese lines to cut rates. For the time being, however, there has been no material change.

Rates coastwise have been inclined to weaken in line with the reports of the comparatively serious failure of the rice crop. The uncertainty as to the course to be followed by the Indo-China Government as to the export of rice from Saigon next year has held charterers out of the market for that trade. The local shipping situation has shown little change and it is unlikely that there will be any important development in it until conditions in the trans-Pacific and the European trades comes more reliable. The month closed with the prospect of a strike of officers on boats in the coasting service about the middle of December, and the general coasting situation is deemed very precarious.

UNCERTAIN CONDITIONS AFFECT IMPORTS.

Constantly mounting exchange has made it all but impossible to buy for the future with any degree of safety, and the uncertain state of finance and trade generally has made dealers unwilling to do any business with fixed exchange for future sale, consequently there has been little activity in this line. Local goods have been maintained in spite of the increasing exchange. The cotton-yarn market has also done a very fair business. Its transactions with India have been upon a different exchange basis and there has been a special demand in the north for yarn, with short supplies, led to an advance of from \$10 to \$15 per bale on the different counts, No. 12s being particularly in demand. Imports of knitting yarn from the United States have continued in good volume, and the American yarn again dominates this market. The iron and steel market also remains lifeless. The excessive stocks in most lines held over from last year have been pretty well disposed of, and the market is ready for new supplies when favourable conditions arrive, but with exchange and finance so uncertain nothing so far has been done, despite the fact that the high exchange should stimulate the buying of these supplies at this time. There has been some special demand for steel rods, and trade in wire nails has been quite fair, especially in the smaller sizes. The tin-plate situation has not changed, and there has been small movement in yellow metal, lead, copper, and other metals.

American and East Indian Kerosene have been arriving in normal quantities, but the trade into the interior has not picked up as was anticipated. There has been some reduction in the local prices of kerosene and gasoline, but it has not been commensurate with the rise in exchange, and the equivalents of home prices are more than maintained.

STOCKS OF FLOUR INCREASE—GENERAL IMPORT TRADE.

There has been a material increase in the stock of flour on hand, the reports showing about 650,000 bags, as compared with about 300,000 bags a month ago. Arrivals from Australia and North China have been large and the offtake has not been as brisk as was anticipated. The immense increase in the buying power of silver led to considerable imports from the United States as well as from Australia, in both cases to the disadvantage of North China flour. At the close of the month American patent was selling at \$3.45 and American cut-off at \$3.40 per bag. Australian No. 1 was quoted at \$2.80 and No. 2 at \$2.62, while Shanghai flour was quoted at \$2.82 per bag. With the somewhat easier situation in the rice market the demand for flour has fallen off considerably.

There has been practically no change in the general import trade of the colony—in prepared foods, clothing, chemicals, drugs, dyes, and miscellaneous supplies of all sorts. There is still a shortage of good dyes in this field, but the trade is gradually becoming more normal. Demand for American dyes has varied greatly, but just at present there seem to be a reaction favourable to them. European competition so far has not been very keen. Imports of window glass from Europe have begun, but under present freight conditions American makers have a very fair chance at the trade. English plate glass is again coming into the field and is taking considerable trade heretofore held by American manufacturers. American hardware is still largely in evidence, though European competition in that line also is being felt again.

HIGH EXCHANGE UNFAVOURABLE FOR EXPORT TRADE.

High exchange has been particularly hard on the export trade, and most of the shipments in all lines which have left Hongkong either for the United States or Europe have been on contracts made some time ago. Trading for the immediate future all but ceased, a good portion of the month. It is difficult to see how the export trade of China can continue under present exchange conditions.

Little has been done in the rice trade, but it is anticipated that the new season rice will start moving in a very short time. The Siam crop is reported as far below the average, whereas the Saigon crop is unusually good. It was expected that the export restrictions on rice from Indo-China

would be removed about the 1st of December, but there has been delay, and it is doubtful what policy will be followed. Heavy purchases already have been made for export to Europe during January, February, and March, and engagements for the United States also have been fairly heavy. At present exchange rates, however, shipments to the United States will not be as heavy as has been anticipated. The trade already is highly speculative and promises a very uncertain year.

The demand for lard has fallen off somewhat, though the total trade during the month was very satisfactory. Lard is now one of the important export items in Hongkong trade. The South American demand has fallen off, probably because of summer conditions, but demand from Europe, though very good, is not strong enough to overcome high exchange, especially when faced with depreciated European currencies.

Vegetable oils again show considerable activity. Some fairly large transactions in peanut oil for the United States have been made during the month at \$28 per picul (133½ pounds l.o.b.). There has been some movement in wood oil at \$23.50 per picul, and some business in tea oil at \$26 per picul. Amised oil sold at \$145 per picul, and 80/85 per cent. cassia oil at \$240 per picul. Cassia, pepper, and other spices are in small demand for the time being.

There has been fair trade in new-crop peanuts for January-February shipments. The new crop is a small one, and reports from the north indicate rather heavy Japanese buying, with the all-around result of hardened prices here as well as in the north.

The high price of sugar has again caused Hongkong importers to fail to keep stocks up, while the price of sugars for export has prevented much trade with the north. The refineries have been doing their usual business at advancing prices, but the native trade has been very quiet. The market for Philippine sugars has been improving during the month, and much of the trade was in that class of sugar.

EXPORTS TO THE UNITED STATES AND POSSESSIONS.

Things considered, the export trade to the United States held up remarkably well during November. In spite of the depression in the market, rice in excess of \$1,000,000 was exported; camphor continued its strong movement, and peanut oil again showed considerable importance. There was a recovery, too, in a number of items which have been more or less in abeyance for some time, such as tin. The declared exports for the month have been valued at \$2,717,171, as compared with a monthly average of \$2,758,941 during 1918, and the total declared exports for the first 11 months of the year have been valued at \$18,327,070, as compared with an average of \$30,348,351 for 11 months of 1918.

Exports to the Philippines show a marked decrease as a result of the collapse of the rice trade. The shipments of rice to that island territory during the month were valued at only \$21,877, as compared with an average per month in 1918 of \$138,144. There was also a falling off in the exports of meat and dairy products, peanuts, and miscellaneous articles. With exchange so greatly against purchases in Hongkong on the part of Philippine importers it is a wonder that trade has been maintained so well. The declared exports to the Philippines during November amounted to \$369,499, against a monthly average value of \$581,592 during 1918. The total of the declared exports from Hongkong to the Philippines for the 11 months ending November, 1919, was \$8,008,253, as compared with \$6,177,512 for an average 11 months of 1918.

The exports to Hawaii show no interesting features, though the total of \$92,044 for the month shows an increase over last month, when the total was \$83,965, and the average month of last year, which was \$30,877. The declared exports for the first 11 months of the current year have been valued at \$888,743, as compared with an average of \$336,347 for 11 months last year.

While the total exports from Hongkong to all America for the year will not reach the 1918 record by a considerable margin, it is evident that the record will be far more favourable than the opening months of the year promised.

LEAGUE CRICKET.

K. C. C. V. CRAIGENGOWER.

K. C. C. V. Craigenower C. Club Saturday 3rd April 1920 at Kowloon at 15 p.m.

The following have been selected to play—J. P. Robinson, J. Stalker, D. M. Goodall, A. O. Brown, B. D. Evans, J. V. Braga, R. Peston, A. W. Ramsay, W. T. Elson, H. Ostry and K. R. Macaskill.

C. R. C. v. J. R. O.

The following will represent the C. R. C. in the above match on Saturday at 2.15 p.m. on home ground—No. 11 Kwong (Capt.), Un'feng Fan, Geo. Lee, H. C. King, Ho Wing Kin, Chos Man Ping, Shih Man Ping, Wong, Wong Kwok Kwong, Lo Man Pun, and Chan Tin Sang.

SPECIAL CABLE.

CHINESE REPRESENTATION ON SHANGHAI COUNCIL.

[CHINA MAIL SPECIAL.]

SHANGHAI, April 1.

Mr. Little will propose and Mr. Edward Ezra second, a resolution at the forthcoming ratepayers' meeting in favour of the election of three Chinese councillors. A Chinese petition has been prepared for submission to the ratepayers.

CORRESPONDENCE.

WAR MEMORIAL.

[To the Editor of the "China Mail."]

Sir,—We can do nothing for the dead except honour them and surely, a better way to do that is to spend money on succouring their wounded comrades, than waste it on bricks and mortar. Does anyone doubt which the dead themselves would prefer?

Put up a simple monument by all means, but it would be simplicity itself to spend \$300,000 on it. Would not \$30,000 suffice?

I suggest that when subscriptions are called for, a list should simultaneously be started for subscriptions to King George's Fund for Wounded Soldiers & Sailors.

Yours truly,

CUTHBERT.

GRANITE FOR CATHEDRAL.

CAN COOLIES CARRY IT WITHOUT SUCH RELAYS?

Before Mr. N. L. Smith at the Magistracy this morning, a Chinese building contractor was charged with unlawfully doing some blasting at the Magazine Gap, without taking the precaution of sounding the warning gong. He said it was an oversight on the part of his workmen, and remarked, by way of excuse, that he used gun powder and not dynamite for the blasting.

His Worship said that made no difference. It was dangerous to blast rocks without first giving the usual warning. He imposed a fine of \$5.

The same man was then charged by Mr. Edwards of the P.W.D., with causing an obstruction by littering stones on the Praya, opposite the V.R.C.

Inspector Garrod of the traffic department of the Police, said there were other aspects of the case which he would like to place before the Court. Witness saw some coolies unloading a large quantity of big granite from a junk alongside the Praya, and placing the stones outside the V.R.C., turning that part of the praya into a regular dumping ground.

His Worship remarked that the granite would have to be unloaded at some point or other on the Praya.

The inspector said that was not all he had to complain about the defendant. His coolies caused an obstruction throughout the whole length of Murray Road. After unloading the granite, the coolies removed the stones, two at a time, to the St. John's Cathedral compound where some building work was being carried out.

Instead of carrying the granite straight on, the coolies walk a distance of twenty yards with them, dump them down, and return for two more, leaving the first two for another couple of coolies to carry them another twenty yards. In other words, they remove the granite in shifts, thus taking a longer time to remove the lot.

Considering the number of coolies on the job, the inspector said if the granite were carried straight on, the work could have been completed in a very short space of time, and there would have been no obstruction. As it was, the road was obstructed for many hours.

The coolies did not have the decency to put their loads down on the side of the road, but persisted in leaving them in the middle of the road. When his Worship had taken into consideration the width of Murray Road, he would have an idea of the obstruction caused to traffic. Proceeding, the inspector said he spoke to the foreman about the matter, and took him to a notice board outside the Commodore's office, and pointed out to him that it was forbidden for coolies to put down any load within 50 yards of the gate. The foreman merely smiled and said his men had made a mistake. Witness thought it was the foreman who was negligent. He did nothing but loiter about smoking a huge pipe. No attempt was made to effect any supervision over the coolies.

A fine of \$10 was imposed.

A PARENT'S DUTY.

YOUR boy is always getting scratched, or cut, or bruised. Because these wounds have healed all right is no sign they were well. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better, and blood poison is as dangerous a disease as any. For sale by all Chemists and Storekeepers.

HOMEWARD BOUND.

TROOPS LEAVE FOR LONDON.

The s.s. "Hyson," Blue Funnel Line, temporarily assigned to the Government as a troop transport, made her departure from Hongkong to-day, bound for London, with about 118 R. G. A. men and 45 officers and Non-commissioned officers of the Chinese Labour Corps, on board, for demobilization from the Army upon arrival. In addition there was a small number of casual troops going home.

The "Hyson," after a considerable delay at the Naval Dockyards, due to the necessity for remedying the ventilation system, is deemed to be in proper sanitary condition for the long voyage.

We regret to remark that so few people were present on the Docks and on board ship to see the officers and soldiers off, to express the thanks of the Colony for their services, and to give them a rousing cheer. Other than a few civilians, and, of course, the military friends of the departing ones, and the Band of the Wiltshire Regiment, there were no representatives of the Colony on hand to bid the soldiers "Bon Voyage."

We take this opportunity of expressing, in our columns, the thanks of Hongkong to the men of the service who have been held here so long for their orderly and gentlemanly conduct during their stay here, for their constant willingness to assist in the sports and entertainments of the Colony, and for serving patiently on inactive service whilst their relatives and friends were reaping glory and decorations on the fighting fronts during the War.

We wish them every success in whatever field they choose to enter after demobilization, and express the sincere hope that, in the Homeland, each and every one of them will find some congenial occupation with good compensation. We do not differentiate, in any way, between them, and the men who participated in active service, as we know that everything that was done during the War by troops actually in the fighting, would have been accomplished by the Hongkong units had they been similarly assigned.

After a brief concert of popular selections, the Band of the Wiltshire, consisting 36 pieces, rendered that familiar Scotch eye-moistener always played on such occasions—"Auld Lang Syne"—and the ship cast off and commenced her homeward bound voyage.

TENNIS.

The replay in the open doubles event of the H.K.C.C. Tennis Tournament between M. K. and M. W. Lo and Wong Po Keung and Wong Po Ki which took place last evening was watched by a large crowd. On the previous occasion, when the match had to be abandoned on account of falling light, the score stood at 2 sets to 1, in favour of the Wongs and it was somewhat of a surprise when they insisted that the match should start from this point. The Lo brothers agreed to this and won the match by 2-6, 4-6, 7-5, 6-2, 7-5.

The first set of the day opened cautiously none of the players caring to take any risks. The first two games went to the Lo brothers, their opponents taking the next. Another brace put the Loes well on the road for the set, which they took at 6-2. Both sides made great efforts in the final set. The Wongs went right ahead, taking four games without reply. The score was carried to 5-1 and they only needed a single point for the match, when the Loes came on strongly and put the score at 5-2. From then on the Lo brothers played splendidly, levelling the scores and taking the match by winning the next two games.

Yesterday's results were: Championship Doubles:—M. W. Lo and M. K. Lo beat Wong Po Keung and Wong Po Ki 2-6, 4-6, 7-5, 6-2, 7-5.

Championship Singles:—J. B. Penman beat S. N. Ismail, 6-3, 2-6, 3-6, 6-4, 6-4; O. Rumjahn beat A. B. R. worth, 4-6, 4-6, 6-2, 7-5, 6-3.

Handicap Doubles:—Lt. Col. Taylor and Col. Humphreys (scr.) beat Capt. Oliver and Capt. Davies (owe 2/6) 6-2, 2-6, 6-3. Pay-Lt. Robinson and Pay-Lt. Commr. Holborn (scr.) beat R. D. Cromatie and J. D. Humphreys 7-5, 6-4.

HONGKONG TENNIS LEAGUE. The Hongkong Tennis League held a meeting last evening at the Hongkong Cricket Club, Capt. Monteith presiding. It was decided to eliminate the University from the League as they stated they could not play any matches until June. The following entries were announced: Class "A," Hongkong C.C., Kowloon C.C., U.S.R.C., Garrison and C.R.C. Class "B," Hongkong C.C., Kowloon C.C., U.S.R.C., Wigram Club, Navy, Craigengower, C.R.C., Club de Recre and I. R. C.

There being only five entries in the "A" class the representatives of the Club Recre and the I. R. C. were asked whether either of their clubs would go up into that division. Upon their replying that they could do nothing without consulting their Clubs, the I. R. C. were placed in "A" class.

PASSENGERS' LUGGAGE.

IMPORTANT JUDGMENT.

A lady booked a passage from Sydney to Hobart by one of the Union Shipping Company's steamers. On the back of the ticket were a number of clauses stipulating—after the manner of a bill of lading—all the various diverse and sundry things for which the shipping company were not responsible. The eighth item on the list purported to relieve the company of all and any liability whatever in all and any circumstances for goods carried as passengers' luggage upon which cargo freight had not been paid. Another clause laid down the restriction as to the amount of luggage to be carried for a passenger without charge. The amount stipulated was twenty cubic feet, and it was admitted that plaintiff did not have more than this amount of luggage. Consequently the lady did not pay freight for any of the luggage, nor was she called upon to do so. When a large trunk belonging to the passenger was taken on board, the steward said it could not be taken into the cabin, and would have to be taken down into the hold. The steward's authority to give this instruction was admitted, but he went further than this. He assured the lady, in reply to her inquiries, that the trunk would be quite safe in the hold. Unfortunately, when the ship arrived at Hobart, and the trunk was hauled up on deck and landed on the wharf, it was found that some of the articles which were in the trunk when it was given into the steward's keeping to be put in the hold had been stolen. And it is from this point that the argument commenced. There was no dispute as to the facts, the point at issue was one of fixing responsibility.

The shipping company argued that the baggage was carried "free," because the lady paid no freight on it. The Judge, however, said he could not see that the goods were carried free of charge. The company was carrying the trunk, because the passenger, in the price she had paid for her ticket, had paid for the carriage for her trunk; in other words, the shipping company, as common carriers, had undertaken for reward to carry the passenger and the trunk from Sydney to Hobart. The trunk was taken out of the passenger's possession and put into the steward's possession and the company's servants, in accordance with their authority. The trunk may have been in a different category from ordinary cargo although the Judge confessed his inability to detect the difference, but in any case that point was immaterial, as the trunk was being carried for reward.

The shipping company, therefore, as common carriers, were liable for failure to deliver up to their rightful owner—the goods. The eighth clause on the back of the ticket, which absolved the passenger from responsibility, as they claimed, was, therefore, null and void. The Judge quoted Section 5 of the Sea Carriage of Goods Act, 1924, which precludes the owners of a ship from making any condition relieving them of liability for failure to deliver goods, or whereby the obligation to properly deliver such goods is in any way weakened, lessened or avoided.

Any attempted stipulation to the effect, said the learned Judge, was illegal, and the therefore condemned clause eight on the passenger's ticket as illegal, and gave a verdict for the plaintiff, with costs.

This ruling of the Hobart Practice Court will be read with interest, if not with profit, by travellers all over the world. The decision may not be always successful in citation as a precedent, but it may be useful to have at hand as a reference. In any case, the facts are interesting as an example of the attempts which are made by some steamship companies to contract themselves out of all liability for anything once they have accepted the passenger or shipper's money. The Hobart decision denies the right or power of a steamship company to evade the law by the simple process of stating in microscopic type that it tends to evade and ignore its lawful responsibilities. So long as the passenger does not exceed the limit stipulated for luggage to be carried without extra charge, the price of the passage includes the price of carrying the luggage, and the responsibility of the shipping company is as clear as if a distinct and separate charge had been made for the baggage. The point is clear enough from the common-sense point of view, but the decisions of Judges are not always in accord with the common-sense conclusions arrived at by those who are not so learned in the law. After this Hobart decision, however, there is hope for a revised bill of lading which shall protect the interests of those who pay the freight as well as those who receive it. There is, of course, the point of view that mutual interest is served best by a "gentleman's agreement" (with the steamer company). If it is the making of fraudulent and vexatious claims which has led to the denial of responsibility. But if shipping companies want public sympathy, and support in their attitude it is necessary for them to be generous and prompt in the settlement of claims that are reasonable.—Ex.

Take a "WALLA-WALLA" BOAT to your ship. Phone No. 3516.

AMATEUR DETECTIVES' TROUBLES.

A Chinese was at 5 o'clock this morning seen by a Chinese detective with a quantity of clothing on his arm, in a lane off Wellington Street. The detective questioned the man, and he was unable to explain how he came by the clothing. He was removed to the Police station, and later brought before Mr. N. L. Smith charged with the unlawful possession of the clothing.

The defendant could very well say that he did not know he had the clothing on his arm, so he told a very ingenious story. He said he went to a theatre last night, and was so engrossed in the plot of the show, that he forgot to see the time. When the show eventually ended, as all good things had to, he found that he had missed the last ferry to Yaumati and bed. As he was one time employed as a Sanitary cooler, he decided to go to the cooler quarters and spend the night there. As he passed the back door of the Cornet theatre, he saw the shadows of two men moving suspiciously in front of him. His natural detective instincts told him that there was something "fishy" going on, so he crouched in the gloom, and watched the men. After waiting for a while, the detective came on the scene, and going up to him, he communicated his suspicions to him. Whilst the detective was busy following up the tip, he (the defendant) "noosed" around, and in the lane, he came upon the clothing. He picked them up with the intention of taking them to the detective, to prove to him that his suspicion had some foundation. He was very much surprised when the detective pounced on him, and accused him of stealing the clothing. He thought it was mean of anyone to want to accuse a person who was doing his best to help him solve a mystery, and told the detective so; but to no avail. The detective persisted in running him in. In conclusion, the defendant said it was absurd to accuse him of the theft of the clothing. Surely, if he had stolen the clothing, the owner would have seen him doing so.

His Worship: How could he, if he was asleep?

Defendant: I was wearing white shoes, socks and trousers, and I must have been seen. Surely, thieves do not wear white shoes, socks and trousers when on the job.

His Worship said it was unbelievable that, if, as the defendant had alleged, he was going to spend the night at the Sanitary coolies' quarters, because he had missed the last ferry to Yaumati, it should have taken him five hours of wandering to hunt for the quarters.

The Police intensified the doubt of his good faith by informing the Magistrate that if it was true that the defendant lived in Yaumati, he could not have gone across even if he had not missed the last ferry, because he did not have a cent on his person, to pay the fare.

Six weeks' hard labour.

TO-DAY'S ADVERTISEMENTS.

WANTED.

FROM JULY (FOR AUGUST 1ST) A FURNISHED HOUSE OF THE PEAK, WITH AT LEAST FIVE ROOMS. ANY REASONABLE RENT AGREED TO, AND HIGHEST REFERENCES GIVEN. ADVERTISER'S PRESENT LEASE ON PEAK EXPIRING AND NOT RENEWABLE.—REPLIES TO "FLAG" c/o "CHINA MAIL" OFFICE.

NOTICE.

MR. ARCHIBALD ORR LANG has This Day been admitted a Partner in our Firm in Hongkong and China. GIBB, LIVINGSTON & CO. Hongkong, April 1, 1920.

? GLAD DAY NOLL DRAY ?

Have you solved it yet?

STRUTHERS & DIXON, INC., HONGKONG.

FOR SAN FRANCISCO DIRECT VIA JAPAN PORTS. U.S.S.B.

S. S. "ELKHORN"

22nd April, 1920.

Through Bill of Lading issued to all U.S. and Canadian Overland Common Points.

For Freight and Particulars apply.

STRUTHERS & DIXON, INC., Agents, Powell's Building.

Telephone No. 3008.

TO-DAY'S ADVERTISEMENTS.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on FRIDAY, SATURDAY and MONDAY, the 2nd, 3rd and 4th April, 1920.

By Order,

LOWE, RINGHAM & MATTHEWS, Secretaries.

Hongkong, March 31, 1920.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on FRIDAY, SATURDAY and MONDAY, the 2nd, 3rd and 4th April, 1920.

By Order,

LOWE, RINGHAM & MATTHEWS, Secretaries.

Hongkong, March 31, 1920.

ROYAL HONGKONG GOLF CLUB.

FANLING.

EASTER HOLIDAYS.

CAPTAIN'S CUP.

4th April BOGEY POOL.
5th April (afternoon) Mixed Four-somes on Old Course.
For further conditions see notice at Club.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction.

or

SATURDAY, April 3, 1920, commencing at 11 a.m.

at the China Merchants' Steam Navigation Co.'s Godown, West Point.

(for account of the concerned)

380 pieces "Kwong Chow Wan" Brown Sugar.

Terms:—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

SATURDAY, April 3, 1920, commencing at 11 a.m.

at No. 22 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

100 Boxes Tinplates.

14 x 20 x 118 sheets x 100 pounds.

(more or less damaged by sea water)

Terms:—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

SATURDAY, April 3, 1920, commencing at 11.30 a.m.

at Holt's Wharf, Kowloon.

20 Drums Sillars of Soda.

Terms:—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

SATURDAY, April 3, 1920, commencing at 11.30 a.m.

at Holt's Wharf, Kowloon.

210 Sacks Flour.

Terms:—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

THE FRUIT SEASON.

BOWEL complaint is sure to be prevalent during the fruit season. Be sure to keep a bottle of Chamberlain's Colic, and Diarrhoea Remedy at hand. It may save a life. For sale by all Chemists and Storekeepers.

NOTICES.

SPECIAL SHOW

VOILE AND NET DRESSES AND BLOUSES

Sunshades in Georgette, Silk and Cretonne.

WARS come and go, peace dies and is born again, but through all the changes and chances of life we have always the one reality that can bring close to us the Ideal—the Eternal Feminine—the centre, not of gravity, but of attraction, holding the secret of love and the charm of loveliness. Poets of all time and clime have hung round her the airy, fairy fabrics of imagination, and in these later years we have materialised these fancies into facts so that Woman can cloth herself and her daughters in garments whose use does not prevent them from being ornamental.

LANE, CRAWFORD & CO.

COLUMBIA GRAFONOLAS AND RECORDS

Supply You

WITH MUSIC FOR EVERY MOOD

CLASSICAL,

OPERATIC,

SONG, and DANCE.

THE ANDERSON MUSIC COY.

THE "COLUMBIA" SHOP

14, DES VOUX ROAD CENTRAL. TEL. 1822.

NOTICE OF REMOVAL.

We will REMOVE our GARAGE to No. 161, Des Vaux Road Central, (next to Sincere Co., Ltd.) on the 1st April, 1920.

BREEZY GARAGE,

Phone 2499.

Hongkong, March 29, 1920.

NOTICE.

We have just received fresh stocks of all CUTEX preparations. CUTEX is absolutely the last thing in manure. Try it.

Peppermint Tooth Paste, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

TANSAN

"Choice of all Choice Mineral Waters"

Do you know



That TWO HUNDRED AND ONE of the most eminent physicians of America petitioned Congress a few years ago to admit Tansan free of Customs charges?

That Tansan has carried off the HIGHEST AWARDS at every Exhibition where it has been shown in competition with most of the best known waters in the world?

That Tansan will counteract the injurious effects of bad whisky?

That the Tansan Spring is open to inspection to any one desirous of seeing this remarkable water issuing from its source?

For particulars apply to

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GANDE, PRICE & CO., LTD.

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HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings—To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao daily at 8.30 a.m. and 2 p.m. (Sundays at 3 p.m.)Police permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular sailings to NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing Beginning of May.

LLOYD TRIESTINO

BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG AND COLOMBO.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "SAMARANG MARU"

Sailing on or about 25th April.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN PORTS with transshipment at CALCUTTA in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APCAR LINES.

For Freight or Passage, on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1890). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Monthly direct service via Singapore and Port Said.
HAYRE MARU Tuesday, 4th May.
HAYRE MARU Tuesday, 8th June.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritania, Turban and Cape Town via Singapore.

TACOMA MARU Tuesday, 8th April.
PANAMA MARU Middle of June.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

BURMA MARU Saturday, 10th April.
SIAM MARU End of April.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

UNNAN MARU Wednesday, 7th April.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

KOSOKU MARU Tuesday, 6th April.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

ARABIA MARU (Call Shanghai) Thursday, 8th April.
AFRICA MARU (Call Shanghai) Saturday, 12nd May.

KIELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at, and depart from the O.S.K. wharf near the Harbour Office.

KAIJO MARU Sunday, 4th April.

TAKAO via SWATOW and AMOY.

BOHEU MARU Thursday, 8th April.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building, Tel. No. 744 and 745.

THE CHINA & AUSTRALIA S. S. CO.

For MELBOURNE & SYDNEY via MANILA, SANDAKAN & QUEENSLAND PORTS.

HYAR PING Sailing on or about 15th April.

VICTORIA Sailing on or about 15th May.

(Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO., Agents.

115 Cornhill Road, Central.

SHIPPING

C. N. O.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHANG	April 2, 4 p.m.
SHANGHAI AND TIENTSIN	TEAN	April 3, at 4 p.m.
SHANGHAI AND TIENTSIN	CHANG	April 4, at 10 a.m.
SWATOW & BANGKOK	CHANG	April 5, at 10 a.m.
AMOI, SHANGHAI & POKOW	CHANG	April 6, at 10 a.m.
TIENTSIN	CHANG	April 7, at 10 a.m.
SHANGHAI	CHANG	April 8, at 10 a.m.
SHANGHAI	CHANG	April 9, at 10 a.m.
SHANGHAI	CHANG	April 10, at 10 a.m.
SHANGHAI	CHANG	April 11, at 10 a.m.
SHANGHAI	CHANG	April 12, at 10 a.m.
SHANGHAI	CHANG	April 13, at 10 a.m.
SHANGHAI	CHANG	April 14, at 10 a.m.
SHANGHAI	CHANG	April 15, at 10 a.m.
SHANGHAI	CHANG	April 16, at 10 a.m.
SHANGHAI	CHANG	April 17, at 10 a.m.
SHANGHAI	CHANG	April 18, at 10 a.m.
SHANGHAI	CHANG	April 19, at 10 a.m.
SHANGHAI	CHANG	April 20, at 10 a.m.
SHANGHAI	CHANG	April 21, at 10 a.m.
SHANGHAI	CHANG	April 22, at 10 a.m.
SHANGHAI	CHANG	April 23, at 10 a.m.
SHANGHAI	CHANG	April 24, at 10 a.m.
SHANGHAI	CHANG	April 25, at 10 a.m.
SHANGHAI	CHANG	April 26, at 10 a.m.
SHANGHAI	CHANG	April 27, at 10 a.m.
SHANGHAI	CHANG	April 28, at 10 a.m.
SHANGHAI	CHANG	April 29, at 10 a.m.
SHANGHAI	CHANG	April 30, at 10 a.m.

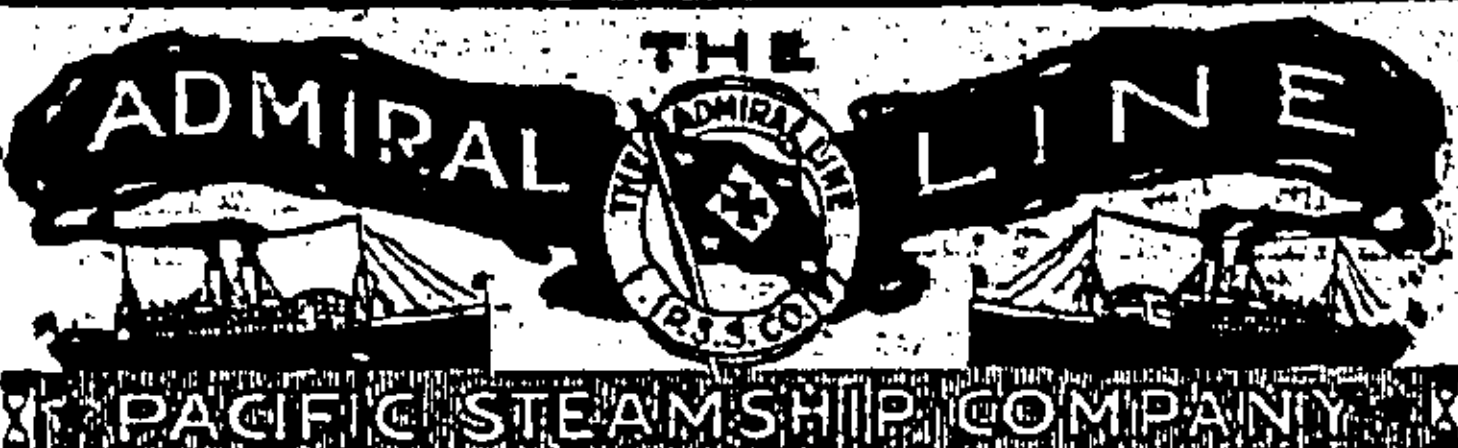
SHANGHAI LINE—PASSENGERS, MAIL, and CARGO. Excellent Saloon accommodation, electric light and fans in Saloon and State-rooms. Regular schedule service between Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 33.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ELDRIDGE" About April 5th.

"CITY OF SPOKANE" About April 17th.

"TACOMA" About May 14th.

"GROSVENOR" About June 1st.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"PAWLETT" About April 14th.

"COLETT" About April 26th.

"WABAN" About May 18th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Fifth Floor, Hotel Mansions.

Telephones 2477 & 2478.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "WINYAH"

About APRIL 5th.

Via PANAMA.

S.S. "WEST WIND"

About APRIL 17th.

Via PANAMA.

S.S. "DRYDEN"

About APRIL 17th.

Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

Fifth Floor, Hotel Mansions.

Telephones 2477 & 2478.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DOE INWARDS ABOUT SAILING FOR LOS ANGELES ABOUT

S.S. WEST HIKA April 15 S.S. WEST HIKA April 17

SIS. VINTA May 15 S.S. VINTA May 17

S.S. WEST NIVARIA June 15 S.S. WEST NIVARIA June 17

S.S. WEST MONTOP July 15 S.S. WEST MONTOP July 17

Through Bills of Lading to all U.S. and Canadian overland points; no transshipment en route.

Ships in connection with the Pacific, Santa Fe and Southern Pacific Railroads.

Head Office—LOS ANGELES, CALIF.

Branch Offices—Kobe, Shanghai, Manila, Singapore.

Hongkong Office—Fringe's Buildings, Charter Road.

OHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1023.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong

BEINYO MARU 14,000 1st April

SIBERIA MARU 10,000 1st April (from Yokohama)

YERKIA MARU 8,000 19th April

KORSA MARU 10,000 27th May

TENYO MARU 12,000 27th May

From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALING CRUZ, BALBOA, GALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong

BEINYO MARU 14,000 May 11th

SIBERIA MARU 10,000 July 18th

YERKIA MARU 8,000 Sept. 8th

KORSA MARU 10,000 27th May

TENYO MARU 12,000 27th May

Pickups are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Company.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS via San Francisco, Balboa and the Panama Canal.

Leave Hongkong

April of May

For all information as to rates, freight space, etc., apply to—

Y. TSUTSUMI, MANAGER, King's Building.

Telephone 2274 and 2275.

SHIPPING

C P O S

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, Moji, Kobe & Yokohama)

STEAMERS FROM HONGKONG TO VANCOUVER

Empress of Asia April 8 April 25

Empress of Russia May 6 May 23

Empress of Japan May 28 June 15

Empress of Asia June 3 June 21

Monteagle June 9 July 2

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 18

Monteagle Aug. 13 Sept. 5

Empress of Russia Aug. 28 Sept. 15

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Passage Fares Hongkong to United Kingdom.

Empress of Russia Gold 1000 Tons Reg. Gold

Empress of Asia \$543.00 Montreally \$485.00

16,850 Tons Reg. 6,153 Tons Reg.

Fares & sailings subject to change without notice.

For Fares and other information please apply to HONGKONG OFFICE.

Telephones 702. Cable Address: CANTON.

CANADIAN PACIFIC OCEAN SERVICES

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,000 tons)

SAILINGS FROM HONGKONG FOR SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd 1920. May 15th 1920. May 8th 1920.

AN UNBEPARSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Lee House Street. Tel. 1354.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in Saloons and Bedrooms.

SWATOW, AMOY & POOCHOW

AND RETURN.

(Occupying 5 to 10 Days)

CAPTAIN

EMATING.

MORIALTA Capt. Ed. Walker FRIDAY, 5th Prox. at 1 p.m.

HAILONG Capt. W. C. Passmore TUESDAY, 8th Prox. at 1 p.m.

HAILONG Capt. A. H. Stewart FRIDAY, 9th Prox. at 1 p.m.

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Manager.

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK.

S.S. "LUERIO" via Panama and Havana, April 20.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN (direct or with transshipment at CALCUTTA and/or COLOMBO).

For particulars apply to—

THE BANK LINE, LTD., MANILA, AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

LONDON AND ROTTERDAM. "KAZEMBE" 2nd May.

Subject to change without notice.

THE BANK LINE, LTD.

Or to REISS & Co., Captains.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S. S. CO., LD. & CHINA MUTUAL S. S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S. S. CO., LD.)

SAILINGS FROM HONGKONG.

"CHARLTON HALL" via Panama & Havana 10th April

"JASPER" via Suez 10th April

"CITY OF COLOMBO" via Suez 10th April

"ZURICH" via Panama 11th May

Call at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. REISS & CO., CAPTAIN.

LONDON RUBBER MARKET.

MORE ACTIVITY REPORTED.

SHARES DULL BUT FIRM.

Messrs. Sanderson and Co. report

there has been rather more activity,

probably due to the greater stability

of the sterling exchange in New

York. Prices show no material

change, and we close quietly. For-

ward positions are unchanged. East-

ern markets are firm.

The returns coming to hand from

the plantations all show good in-

creases, which is a strong point

with the present price ruling for

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"BANCA" (Cargo only)	6,000	5th April	MANILA, LONDON & A'warp.
"RHIVA"	9,000	15th April	MANILA, LONDON & A'warp.
"DILWARA"	5,400	16th April	S'pore, Colombo & Bombay.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"MADRAS"	7,000	16th April	Strait, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"†	4,500	25th April	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	16th May	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	4,600	3rd April	Shanghai and Kobe.
"DILWARA"	5,400	4th April	Shanghai and Kobe.
"NORE"	6,700	6th April	Shanghai and Kobe.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Calls Manila.
Calls at Antwerp.
Tickets Interchangeable.
1st Saloon Passengers may travel by R.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. tickets to Europe.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailings dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors. Messrs. Mackinnon, Mackenzie & Co., on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU Tuesday, 13th April, at 11 a.m.
SUWA MARU Sunday, 2nd May, at 11 a.m.
TOYOHASEI MARU (Calling Manila) Wednesday, 5th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.
KAGI MARU Monday, 8th April, at Noon.
YOKOHAMA MARU Friday, 16th April, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.
DAKAR MARU Tuesday, 6th April, at Noon.
TOYOKA MARU Middle of May.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.
TORA MARU Sunday, 11th April.
WAKASA MARU (Calling Cebu) Beginning of May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU Wednesday, 21st April, at 11 a.m.
AKI MARU Wednesday, 16th May, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.
GENOA MARU Thursday, 8th April.

SOUTH AMERICAN PORTS via Cape.
TOSA MARU Tuesday, 6th April.
BOMBAY & COLOMBO via Singapore.

SHENZHEN MARU Tuesday, 6th April.
METOCHI MARU Saturday, 10th April.
CALCUTTA & RANGOON via Singapore & Penang.
HAKODATE MARU Sunday, 4th April.
BANGKOK MARU (Omitting Penang) Monday, 10th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
AKI MARU Saturday, 17th April, at 11 a.m.
TANGO MARU Saturday, 2nd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
TENSIN MARU Friday, 2nd April.
TATSUNO MARU Monday, 5th April.
MISHIMA MARU Thursday, 8th April, at 11 a.m.

For further information apply to—
NIPPON YUSEN KAISHA.
S. YASUDA Manager.
120, No. 420.

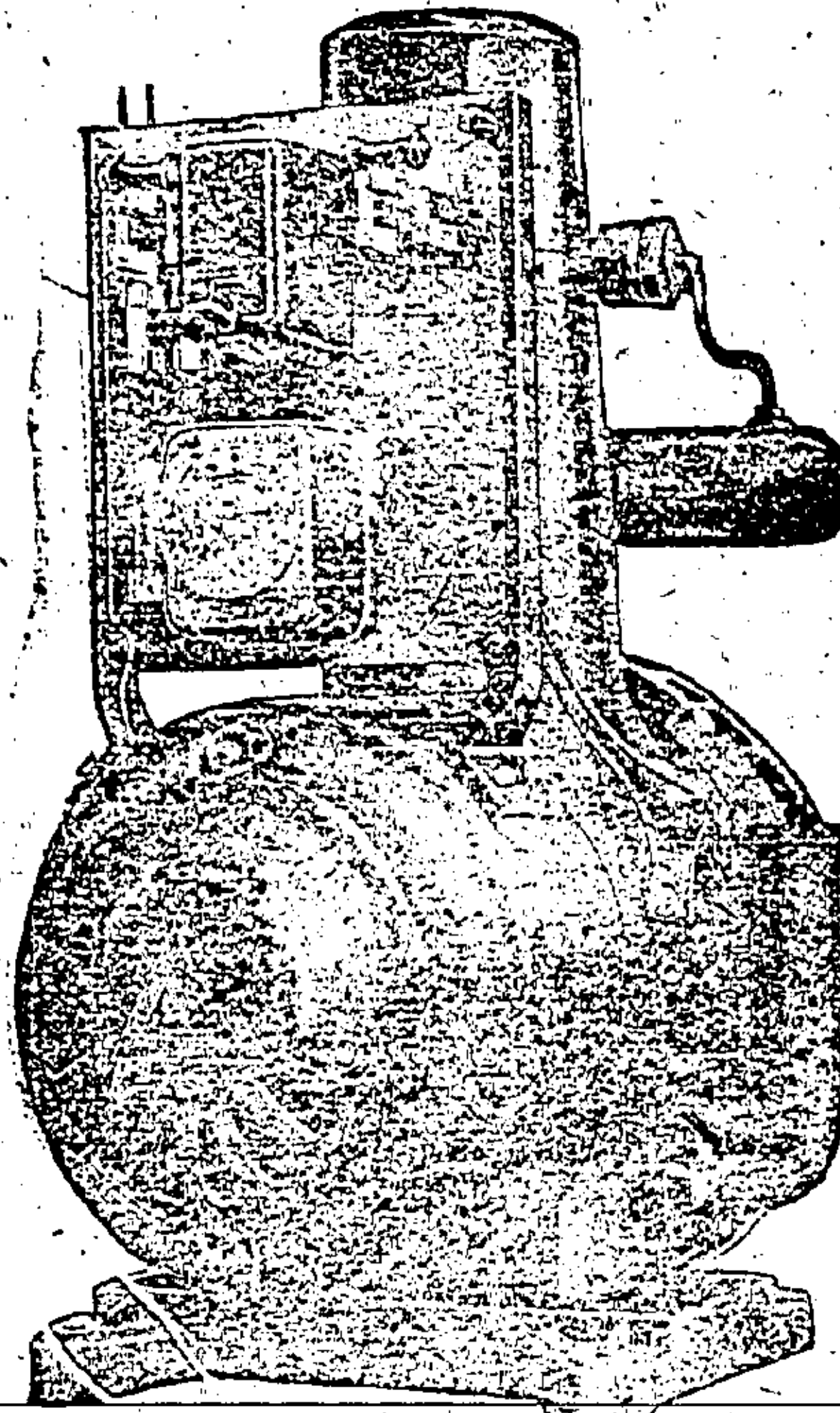
VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR FREIGHT APPLY TO	NO. OF RESEARCHED
San Francisco via Shanghai & Japan, &c.	Siberia Maru	Toyo Kisen Kaisha	On 1st April
San Francisco via Shanghai, Japan &c.	Phinoy Maru	Toyo Kisen Kaisha	On 1st April
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 15th May
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 15th May
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co., Ltd.	On 15th May
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 15th May
San Francisco via Shanghai, Japan &c.	Edridge	Osaka Shosen Kaisha	About 5th April
Seattle, Tacoma, Victoria & Vancouver.	Arabia Maru	Nippon Yusen Kaisha	On 15th April, at 11 a.m.
Victoria B.C., & Seattle via Shanghai, Japan &c.	Katori Maru	Canadian O.S. Co.	On 15th April
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Co.	On 15th April
Vancouver via Shanghai, Japan &c.	Empress of Asia	Canadian O.S. Co.	On 15th April
New York via Suez.	Nikko Maru	Toyo Kisen Kaisha	On 15th April, at 11 a.m.
Australian Ports via Japan	Seijo Maru	Butterfield & Swire	On 15th April
New York via Panama and Havana	Lucifer	The Admiralty Line	About 4th April
Portland	Paylett	The Admiralty Line	Beginning of May
New York via Panama	Bolton Castle	The Admiralty Line	On 17th April at 11 a.m.
Nagasaki, Kobe & Yokohama	Aki Maru	Dodwell & Co., Ltd.	On 6th April
Shanghai and Kobe	Yoro	Nippon Yusen Kaisha	On 6th April
Shanghai and Ningbo	Tsuen	P. & O. S. & A. L.	On 6th April, at 4 p.m.
Amoy, Shanghai & Fuzhou	Shantung	Butterfield & Swire	On 6th April, at 4 p.m.
Calcutta via Straits & Rangoon	Hakodato Maru	Nippon Yusen Kaisha	On 4th April
Singapore, Penang & Belawan-Deli	Van Wierwijk	Java China Japan Lijn	On 4th April
Keelung via Swatow and Amoy	Ruijo Maru	Osaka Shosen Kaisha	On 4th April
Singapore, Bangkok & Singapore	Uman Maru	Osaka Shosen Kaisha	On 4th April
Swatow, Amoy & Fuzhou	Tsuen	The Bank Line, Limited	On 2nd April at 1 p.m.
London and Rotterdam	Durand Maru	Osaka Shosen Kaisha	On 10th April
Bombay & Colombo	Bayana Maru	Osaka Shosen Kaisha	On 4th May
London and Antwerp	Riga Maru	Osaka Shosen Kaisha	On 6th April, at Noon
London via S'pore, Pang & Cebu &c.	Tsuen	P. & O. S. & A. L.	On 6th April
Mauritius, Delagoa Bay, Durban	Batoka	Osaka Shosen Kaisha	On 6th April
Marseilles, London & Antwerp	Sochu Maru	Osaka Shosen Kaisha	On 6th April
Takao via Swatow and Amoy			

DELCO-LIGHT

THE LATEST MARVEL IN THIS MARKET IS A
3 K. W. 32 AND 110 VOLT MACHINE WITH AN OUTPUT OF
180 16 C. P. LAMPS, AND WORKS ENTIRELY ON KEROSENE.

For the Popularity of the DELCO see the Number Sold for lighting Bungalows in Fanning, the Peak Tramway Station, Cabs, Motor Ships,



Yachts, and Private Residences in this Colony; Also Traveling, Moving Picture Shows and Numerous Chinese Residences in the Country and in the Coast Port

CALL AND INSPECT OUR STOCK.

FULL INFORMATION ON APPLICATION.

IT IS UNDOUBTEDLY THE BEST OF ITS KIND IN THE MARKET.

WE HAVE STOCKS OF MACHINES WITH OUTPUTS OF FROM
47 LIGHTS UP TO 280.

Stocks carried or to order of the following:—

"Bolinders" Crude Oil Engines.
"Herbert Morris" High Class Chain Blocks.
Granes, Travelling Trolleys, etc.
"Algor" Boiler Compound.

Motor Bearing Metals.
Knitting Machines.
Motor Garage Pumps.
Tanning Machinery, etc.

SOLE AGENTS—

W. G. HUMPHREYS & CO.

MACHINERY DEPARTMENT, HONGKONG.

TEL. 220.

TEL. ADDRESS: ABEONA.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

STEAM FOR
STRAITS, COLOMBO, BOMBAY,
EGYPT, MEDITERRANEAN PORTS
AND LONDON.

Through Bills of Lading issued for BATA
via PERSIAN GULF, COAST, &c.
TAK, AMERICAN AND SOUV.
AFRICAN PORTS.

THE Homeward Mail Steamer Dilwara carrying His Majesty's Mail, will be despatched from this port on or about 17th April, 1920 taking Cargo for the above ports. Passengers' accommodation in the connecting vessel, if available secured before departure from Hongkong. SSK and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the oncoming steamer for Marseilles and London.

Parcels will be received at this Office until 12 Noon the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents.
Hongkong, March 9, 1920.

KAIKING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO
DODWELL & CO., LTD., QUEEN'S
BUILDINGS, HONGKONG, OR
KAILAN MINING ADMINISTRATION,
TIENTSIN, NORTH CHINA.

K. A. I. N. G. & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars,
At Shipchandlery Articles.

Telephone No. 1116 25, Wing Woo Street, Central.

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR" "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "COLOMBIA" WEDNESDAY, April 31st
S.S. "VENEZUELA" WEDNESDAY, May 12th
S.S. "ECUADOR" WEDNESDAY, June 16th.

ALSO

The following U.S. Shipping Board vessels

S.S. "WEST NERIS" WEDNESDAY, April 7th for San Francisco via Manila and Honolulu.
S.S. "WEST NERIS" THURSDAY April 15th, for San Francisco via usual ports of call.
S.S. "INSKIP" Ed. 1st April for San Francisco via usual ports of call.

S.S. "WEST KASSON" Late April, for Baltimore, via Suez and usual ports of call.

HONGKONG-CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.
For further information apply to

PACIFIC MAIL S.S. CO.

Telephone 141. Hotel Mansions. Cable Address "SOLOANO".

STRUTHERS & DIXON, INC.

HONGKONG.

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THE LUSITANIA DISASTER.

THE CASE FOR THE CUNARD CO.

CAPTAIN TURNER AND THE ADMIRALTY INSTRUCTIONS.

The action brought at the Liverpool Assizes by Mrs. Kate Coughlin, of Cork, claiming damages for the loss of her husband, against the Cunard Steamship Co., entered upon its penultimate stage on February 9th, when the whole of the day was occupied by the presentation of the case for the defence to Mr. Justice Bray and a special jury.

Addressing the jury, Mr. Rigby Swift, K.C., said that listening to the evidence as it had been presented on behalf of the plaintiff, and the comments that had been made, the jury must have had borne home to them at some moment or the other, how easy it was to be wise after the event. Sitting there in the year 1920, when they had the advantage of all the knowledge and experience of submarine warfare which had been acquired during the last three or four years of the war, with charts carefully marked, it was possible to come to a conclusion as to what they thought would be the best thing to do, but the case could not be decided in that way.

In order to decide whether Captain Turner had or had not been guilty of negligence which caused the catastrophe, they had to carry their minds back to May of 1915 and they had to examine the circumstances as they were known to exist then. They were, in a sense, trying Captain Turner's case, and they were being asked to say on behalf of the plaintiff that because in May, 1915, Captain Turner did not follow Captain Jones' course, he had therefore been guilty of negligence which had brought about the disaster, and that therefore the Cunard Co. were responsible for what had taken place.

Counsel said he was going to invite the jury to say that it had not been proved that Captain Turner was guilty of any negligence at all and he was also going to ask them to say that even supposing Captain Turner had been guilty of negligence, it had not been proved that that negligence had brought about the catastrophe. Then he was going to ask them to say that in giving that ticket to the deceased man Coughlin, the company did everything that was reasonably necessary to bring home to his mind the fact that he was being carried on conditions that the company should not be answerable for the negligence of their servants or for the act of the King's enemies.

Having referred to Captain Turner's eminent position as senior captain of the Cunard fleet—a position to which he had attained after serving through all the grades from deck boy—counsel said it could not be suggested that Captain Turner was not a reasonably skilful and careful man. "If Captain Turner," added counsel, "were not a reasonably skilful and careful man you might rake the high seas with a tooth comb and I think you would never find one." Referring to the German notice published in New York prior to the sailing of the

Lusitania on her last voyage, Mr. Rigby Swift asked could it be suggested to a British jury that on that proclamation being made in New York a British seaman would have hesitated about leaving port? "You who belong to the race," said counsel in impassioned tones, "that has swept the Germans from the sea, and who have left not a single submarine beneath it now, are you to be told that Captain Turner was wrong in sailing because of that notice?"

Serjeant Sullivan interposed that he never suggested such a thing.

Mr. Rigby Swift reviewed in detail the evidence that would be given as to the instructions received from the Admiralty as to avoiding headlands, passing ports at full speed, and zig-zagging, and he claimed that Captain Turner, after receiving the wireless message on the very morning of the disaster as to the presence of submarines in the immediate vicinity of what was called the midchannel course, did all that could be reasonably expected of him to avoid them. They would hear Captain Turner describe the course he followed; they would hear the reasons which actuated him in taking up the position which he did, and when they had done so, counsel asked the jury to say that the wickedness and criminality of the Hun alone was responsible for the catastrophe which sent so many brave men and women to their doom.

Capt. Wm. Thos. Turner was then examined by Mr. Raeburn, K.C., and after giving details of his career as a mariner, proceeded to relate the course he followed until arriving in the danger zone, which, in answer to Mr. Justice Bray, he placed as commencing at about 100 miles west of the Fastnet at that time, or about 385 miles altogether up to the Liverpool Bar. With a view to avoiding a three hours' wait for the tide at Liverpool Bar he reduced speed on May 7th from 21 to 18 knots, timing his arrival at 4 a.m. the following day off the Bar, which would enable him to go straight in. After consultation with Capt. Anderson and his chief officer, both of whom were lost with the ship, he decided to "go inshore but was still some 26 miles off land when torpedoed, and off land when torpedoed, and he considered was giving headlands a wide berth, is in ordinary circumstances he would have passed within a distance of three or four miles. The first intimation he had of a submarine attack was the report of the second officer "torpedo on starboard side," and he had just time to see its wake when the Lusitania was struck and immediately took a list, eventually foundering in 18 minutes by his watch. Answering further questions, Captain Turner said that before the sinking of the Lusitania, he had never heard that part of the ocean described as the Channel. Asked why he did not zig-zag the witness replied, "I did not consider it necessary. I thought the speed of the ship would overcome any danger from submarines."

Mr. Raeburn—Had you received any assistance from the Admiralty or any one else in regard to planning a zig-zag?—Oh, no; none whatever. Later on in the war was such assistance given to the masters of ships?—Yes.

Mr. Justice Bray—May I put it to you, you did not agree with the Admiralty?—No, I did not. I thought there might be submarines further out at sea as well as nearer the land. They were infesting the coast.

Was it the captain's duty to take the utmost care of the passengers whatever the cost?—Certainly.

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Witness went on to state that he was in command of the troopship *Lusitania* when she was sunk after leaving Liverpool on the 1st May, 1915, and whilst she was zig-zagging. He considered that zig-zagging did not prove an absolute protection against submarines, though it minimised the risk.

The witness was subjected to a close cross-examination by Serjeant Sullivan.

Did you appreciate when you left New York that you were leaving in a threatened ship?—Yes.

And am I to understand from your evidence that you waited until you got off the coast of Ireland before you planned the manner in which you would run through the danger zone?—Before we got off the coast of Ireland.

Answering further questions, the witness said there was no physical difficulty that he knew of in passing through the last portion of the danger zone in the darkness, but he would have had to stop on the way to do that, and would have had to pass through some of the danger zone in daylight just the same.

Questioned as to the advice as to zig-zagging, Captain Turner said that when he read it he was under the impression that it only referred to a manoeuvre after a submarine had been sighted.

He agreed that zig-zagging might prevent a submarine waylaying a ship, "but he gets you all the same," added the witness.

Serjeant Sullivan—Were you not specifically warned that the South Coast of Ireland was particularly dangerous?—Yes.

And you were warned that submarines were operating particularly off headlands?—Yes.

In one message you were told that ships should give prominent headlands a wide berth?—Yes.

In another wireless message you were told to avoid heads, not only to give them a wide berth but to avoid them altogether?—Yes.

You were also warned of danger at the approaches to harbours?—Yes.

Therefore, you knew that the South Coast of Ireland was particularly dangerous, that the headlands were most dangerous, and that the approaches to harbours were equally dangerous?—Yes.

Was the Lusitania lost off the South Coast of Ireland?—She was.

Was she lost between two prominent headlands on that coast?—Naturally she could not be doing anything else when she got there bound for Liverpool.

The Gullies and the Old Head of Kinsale?—Yes.

Was she coming to the approach to Queenstown Harbour?—That is right.

Is it possible to imagine any zone within the Admiralty orders more dangerous than that in which she was lost? Is there any other zone mentioned in Admiralty orders that compares in danger with the position in which the Lusitania was lost?—Yes, all the way up channel to Liverpool.

That is the point, I suggest, you could have taken in the darkness?—Yes, but I cannot linger on the way looking for other submarines.

Captain Turner further said the route he followed from the South Coast of Ireland was practically the shortest route to Liverpool, and in order to fill in the time in accordance with the pre-arranged programme he had to slow down. It did not occur to him to put further out to sea out of the sight of land as a precaution against submarines lurking inshore. In fact, there might have been submarines out at sea, although the part off the south coast of Ireland was admittedly a dangerous spot.

Mr. Justice Bray—Didn't you think the further away you got from the coast the safer you would be?—No, my lord, I did not.

Serjeant Sullivan—The Admiralty thought so?—That is all right, I did not.

Mr. Justice Bray—May I put it to you, you did not agree with the Admiralty?—No, I did not. I thought there might be submarines further out at sea as well as nearer the land. They were infesting the coast.

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You thought they were wrong in advising you to get out?—I did not agree with them. I do not say they were wrong.

You do not agree with their instructions to take a mid-channel course?—No.

Mr. Justice Bray—Was your knowledge of submarines better or more than that of the Admiralty?—I do not say that, my Lord.

Had they not got greater opportunities than you?—Yes, now, since the war.

No, at that time. Had they not greater and better opportunities of knowing where the danger was than you?—Yes, but still that is what I would have done had I been using my own discretion.

Serjeant Sullivan—Well, Captain Turner, I suppose a man is entitled to back his own opinion when his own fate depends upon it?—That is right. A man who never made a mistake never did anything.

I thoroughly agree with that but did it occur to you that you were not only master of your own fate, but there were 1,000 helpless people dependent upon who was right and who was wrong?—Exactly, I thought of that.

Notwithstanding that all these people were dependent on you, you disobeyed the Admiralty instructions?—Under certain conditions, yes. Any man going to sea has a right to do that.

Mr. Rigby Swift—What instructions did you disobey, and why did you disobey them?—I don't know that I really disobeyed any instructions.

Then why did you say that you did? In making the course that you did, were you obeying or disobeying the Admiralty?—I was trying to obey Admiralty instructions as far as I could.

Captain Turner was questioned by Mr. Rigby Swift as to the official inquiry conducted into the loss of the "Lusitania" six weeks after the disaster, and said after it was concluded he continued holding commands in the Cunard Line until the end of the war. He further said that at the time the "Lusitania" was the fastest ship in the Atlantic service although her speed capacity had been reduced to 21 knots because a section of the boilers was out of commission.

In reply to Mr. Justice Bray, Captain Turner said the object of the Admiralty's instructions was that he should keep as far from the shore as possible.

Did you realise it was to your advantage to keep as far as possible from the South Coast of Ireland?—Well, that is a matter of opinion as between me and the Admiralty.

Did you realise it should have been your object, so far as you could, to keep as away as you reasonably could?—Yes, according to the Admiralty instructions.

You did realise that?—Yes, and I thought I was doing so.

Sir Alfred Booth, chairman of the Cunard Company, said Capt. Turner was an officer in whom the company had the greatest confidence. Shortly after the war began it was decided to run the Lusitania under a reduced boiler pressure, and several boilers were put out of commission. This had the effect of reducing coal consumption and releasing a proportion of the engine-room staff and firemen from service. When the submarine menace commenced instructions received from the Admiralty were passed on to the captain. Special instructions were also given to the captain by himself, one of them being that in order to avoid waiting at the mouth of the Mersey and so running submarine risks he need not wait for a pilot at the Bar, but could break the rule by proceeding ahead. He also advised him to so time his arrival at the Bar that he would not have to wait for the tide.

By Serjeant Sullivan—When it came to a question of saving 100 human lives the captain was not limited either to coal consumption or boiler capacity. He could at any time have put the other boilers into commission, although it would probably have required 20 hours to do so.

Was it the captain's duty to take the utmost care of the passengers whatever the cost?—Certainly.

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HONGKONG UNIVERSITY.

SUCCESSFUL ATHLETIC SPORTS.

The students of the Hongkong University held their annual athletic sports meeting on the 'Varsity recreation ground, Pokfulam, yesterday afternoon. The various events were all keenly contested and, attended by ideal weather, the meet proved a huge success. There was a large gathering of spectators present, including H. E. the Governor, who was attended by his A. D. C., Capt. H. S. McGrath, Dr. G. P. Jordan and Mrs. Jordan, and the Professors of the University and their wives.

May Hall won the inter-hostel championship, with Lugard Hall second. D.K. Samy and Cheah Toon Lok tied for championship honours with 17 points each. There were altogether thirteen events on the programme, and some very close finishes were witnessed. An interval was called at 4 p.m., when tea and cakes were served on the lawn, on a lavish scale.

At the conclusion of the sports, Mr. F. Redmond, in asking His Excellency to distribute the prizes, thanked all those who had assisted in making the sports a success, including Mr. Dowbiggin, who had presented a prize for the hundred yards, Mr. Freeborn for the ground arrangements, Mr. Mackintosh for organising the social part of the programme, and Mr. Cheah Toon Lok, the Secretary, on whose shoulders the heaviest part of the burden fell. (Applause.) With regard to the sports, he was sure, all would agree with him that the standard of sport was not high, and he hoped it would improve next year. (Applause.)

After distributing the awards, His Excellency spoke a few words, congratulating the University on the success of the sports. He was glad to hear that May Hall had carried off the championship this year. Morrison Hall, which had carried it off for four years, would, he was sure, realise that it was to the interest of sport in the University that there should be keen competition, and the cup should change hands every year. As he himself had come late, Mr. Freeborn had told him that the events had been keenly contested,

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